Antique Airplane Association of Colorado
Taylorcraft Restoration Workshops

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Last Workshop on 16 May :
Carol & I were at Platte Valley for their WWII flyin and lunch along with some of our family.
I understand that there was progress on the wings and some folks managed both Platte Valley and the workshop.

Next Workshop on 6 June :
It's summer and there are flying events all over the Country. One of this week's events is a Biplane Fly-In at Bartlesville Oklahoma – sadly this will be the last Bartlesville Biplane event. Some of our workshop attendees will travel to eastern OK if the weather permits.

<u>The emphasis will be</u>:

1. **Continuation of the assembly of the LH wing and Aileron**
2. **Finishing the covering and painting of the landing gears in anticipation of installing them on the fuselage.**
3. **Installation of the remaining control cable pulleys on the fuselage.**
4. **Installation of the cables thru the above mentioned pulleys.**
5. **Installation of the main fuel tank (which is now Epoxy Prime in white and has a new vent fitting)**
6. **Completion of the control column with new control cables.**

If you intend to fly in to antique field, be advised –it is wet and the wettest areas has been marked off with traffic cones. If in doubt call Georg Becker or Jack Greiner! Fly safe, have fun.

On the fun side: Joe Scheer soloed The Jack Greiner/Jeff Cain Aeronca today!
And the bright light a few days ago drew the Tiger Moth out of the hangar for a couple of flights.

The first fuselage the workshop had has been converted to cash along with other iron (Stinson fuselage etc.) mined from our hangar. This is another way (clean the hangar and garage) that volunteers can contribute to the Teach/Train project.

The Taylorcraft L-2A in our shop has the welding completed by Bruce LeMoine using a portable TIG welder. Bruce is available for aircraft and aerospace welding.

The TIG process provides the highest heat intensity with the best temperature control and minimal part distortion but does require clean parts and tight joint fits. It is used in Super Cub frames since 1970 and allows the welding of the light but strong Titanium airframes for competitive aerobatic aircraft.

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Workshop Restoration website: